

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4404. 號一十月八年七十七百八千一英

HONGKONG, SATURDAY, AUGUST 11, 1877.

日三初月七年丑丁

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GORDON, Ludgate Circus, E. C. BATES, HENDY & Co., Old Jewry, E. C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street.  
NEW YORK:—ANDREW WIND, 133, Nassau Street.  
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.  
SAN FRANCISCO and American Ports generally:—BEAN & BEAC, San Francisco.  
CHINA:—SWATOW, QUEEN & CAMPBELL, Amoy, WILSON, NICHOLS & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Manila, C. EMMERSON & Co., Macao, L. A. DA GRAGA.

## BANKS.

### HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000 Dollars.  
Reserve Fund, \$500,000 Dollars.

#### COURT OF DIRECTORS.

Chairman—H. HOFFMAN, Esq.  
Deputy Chairman—F. D. SASSOON, Esq.  
E. R. BELLING, Esq.  
W. H. FORBES, Esq.  
H. W. KESWICK, Esq.  
A. MOLYNEUX, Esq.

#### CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq.  
Manager.

Shanghai, . . . EDWIN CAMPBELL, Esq.  
LONDON BANKERS.—London and County Bank.

#### HONGKONG.

##### INTEREST ALLOWED

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

##### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, March 20, 1876.

### CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, \$300,000.  
RESERVE FUND, \$110,000.

#### BANKERS.

THE BANK OF ENGLAND.  
THE CITY BANK.  
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.  
Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

## For Sale.

### FOR SALE.

TO CONTRACTORS, HOUSE-BUILDERS, SHIP-BUILDERS, AND CARPENTERS.

LANE, CRAWFORD & Co. have Received a Shipment of FIRST-CLASS MANILLA HARDWOOD, of different Kinds, and of the Very Best Quality, Suitable for HOUSE BUILDING, SHIP BUILDING, and for all kinds of Work requiring Timber of the most durable nature.

— ALSO —  
A Good Assortment of Logs and Planks of TEAK WOOD of the most Superior Quality.

LANE, CRAWFORD & Co.  
Hongkong, July 18, 1877. au18

### FOR SALE.

CHAMPAGNE 1874, HEIDSIECK & Co.'s MONOPOLE.  
DEUTJEN & Co.  
Hongkong, August 1, 1877. sel

### FOR SALE.

A SMALL Twin Screw STEAM LAUNCH, 35 Feet Long, Built by FORRESTER of London. For further particulars apply to CAPTAIN CLARK, on Board British Barque "Mered." Hongkong, July 30, 1877.

## For Sale.

### SAYLE & Co.

#### SUMMER CLEARANCE SALE.

ON and after MONDAY, August 13th, We shall offer the remaining portion of our SUMMER STOCK at GREATLY REDUCED PRICES.  
A few pieces of SOILED SILKS MARKED, ED, less than Lining Prices, 20 Cents per Yard.  
A nice Assortment of NEW FANCY DRESS SILKS, at 75 Cents per Yard.  
Japanese POPLINS, at 25 Cents per Yard.  
New White WASHING DRESS GOODS, 15 Cents, worth double.  
New Colours PLAIN ORGANDI MUSLINS, 25 Cents per Yard.  
Figured and Striped MUSLINS, 15 Cents per Yard.  
White Striped MUSLINS, Slightly Soiled—were 45 Cents, will be Sold at 15 Cents per Yard.  
Batistes, French Printed CAMBRICS, Hollands and Dress Lawns much reduced.  
Fancy Striped GRENADINES at about Half Price.  
We shall include in this Extraordinary Sale a few pieces of AUTUMN DRESS GOODS at a proportionate reduction.  
WASHING CLOTHES, ready-made, from \$2.00.  
Richly Embroidered HOLLAND and other CLOTHES, from \$3.00.  
A part of our Stock of Baby-Linen and Ladies' UNDERCLOTHING will be very much reduced.  
BOY'S SUITS at about Half Price.  
100 Doz. Ladies' Home-stitched HAND-KERCHIEFS, some Slightly Soiled worth buying.  
LINEN COLLARS and CUFFS, FICHUS, &c., must be cleared.  
A Lot of Ladies' Soiled KID BOOTS, will be Sold at \$1.00 per Pair.  
Several Thousand Yards of ODDS and ENDS, and various useful Remnants at Half usual Price.  
A Lot of various Colours and Sorts of SILK and other TRIMMINGS at a quarter of original price.  
Twenty-five Dozen of Ladies' SILK UMBRELLAS, at \$2.00 each.  
DRESS-MAKING and MILLINERY will be carried on as usual.  
Much disappointment to many intending Buyers was caused through the closing of last Summer's Sale without published notice. We now beg to notify—this Sale will positively close on September 1st, 1877.

SAYLE & Co.,  
VICTORIA EXCHANGE,  
and Stanley Street, Hongkong.

## FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.

Apply to SIRMSEN & Co.  
Hongkong, June 22, 1876.

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: Two DOLLARS and a HALF.  
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

## NOTICES OF FIRMS.

O. & O. S. S. Co.

MR. H. M. BLANCHARD is authorized to Sign the Company's Bills of Lading, vice Mr. G. W. BAFFY.

GEO. B. EMORY, Agent.  
Hongkong, August 7, 1877. au18

## NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS, Surveyor to Local Offices, and Lloyd's Register of Shipping.  
2, Club Chambers, Hongkong, March 17, 1877. sel8

## NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. F. ELWELL at Amoy.

RUSSELL & Co.  
China, June 1, 1877. del

## NOTICE.

MR. F. C. DITTMER is authorized to Sign our Firm per Procuration.

SANDER & Co.  
Hongkong, June 23, 1877.

## Intimations.

A COLOURED WOMAN, Widow, speaking English, Portuguese, and Chinese, desires employment as LADY'S MAID or NURSE. Good references. Address C. Sh., care of China Mail Office, Hongkong, August 9, 1877. au18

## DEVORE'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVORE'S BRILLIANT" are stencilled on the cases, and the words "DEVORE MFG CO. PATENTS" are stamped on the top of the can.

THE DEVORE MANUFACTURING Co.,  
80 Beaver and 127 Pearl Streets,  
NEW YORK, U. S. A.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Underigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profit to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRE, Secretary.  
Hongkong, August 1, 1877. nol

## HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the Rate of 3% or \$2.25 per SHARE, Declared at the Ordinary Half-yearly Meeting of Shareholders held This Day, will be Payable at the HONGKONG & SHANGHAI BANKING CORPORATION on and after FRIDAY, the 27th Instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,  
P. A. DA COSTA, Secretary.  
Hongkong, July 25, 1877.

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Half-yearly MEETING of SHAREHOLDERS will be Held in the Offices of the Company, CLUB CHAMBERS, on WEDNESDAY, August 22nd, 1877, at 3 p.m., for the purpose of receiving a Statement of Accounts to 30th June, 1877.

The Transfer BOOKS of the Company will be CLOSED from the 8th to the 22nd Instant, both days included.

By Order of the Board,  
D. GILLIES, Secretary.  
Hongkong, August 2, 1877. au22

## LANE, CRAWFORD & Co. having been Appointed SOLE AGENTS in HONGKONG for the well-known Firm of Messrs HOBOKEN DE BIE & TORLEY of ROTTERDAM, call attention to the high quality of their GENEVA.

Hongkong, July 31, 1877. au31

## THE PRICE LIST

JUST ISSUED by the Underigned will take effect from 1st August.

Any one to whom a Copy has not been sent may obtain it on Application.

LANE, CRAWFORD & Co.  
Hongkong, July 31, 1877. au15

## DENTAL NOTICE.

DR. STOUT begs to Inform his Patrons and the Public that he will be ABSENT from Hongkong until further notice.

Hongkong, August 4, 1877. au19

## DENTAL NOTICE.

DR. ROGERS begs to Inform his Patrons and the Public that he intends to visit AMOY and FOOCHEW in September and October, leaving HONGKONG about the 15th of September.

Hongkong, August 6, 1877. au18

## Intimations.

### HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be Held at the CURRY HALL, Hongkong, on THURSDAY, the 16th day of August current, at Three o'clock p.m., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1877.

By Order of the Court of Directors,  
THOMAS JACKSON, Chief Manager.  
Hongkong, August 1, 1877. au16

### HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTERS of SHARES of the CORPORATION will be CLOSED from the 4th to the 16th day of August current (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,  
THOMAS JACKSON, Chief Manager.  
Hongkong, August 1, 1877. au16

### CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of the SHAREHOLDERS in the above Company will be Held at the Head Office, Victoria, Hongkong, on TUESDAY, the 21st August, at 3 o'clock p.m., for the purpose of Confirming the Special Resolution passed at the Meeting of Shareholders held This Day.

By Order,  
W. B. RAY, Secretary.  
Hongkong, July 31, 1877. au21

### CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of the SHAREHOLDERS in the above Company will be Held at the Head Office, Victoria, Hongkong, on TUESDAY, the 21st August, at 3.15 p.m., in order to take into consideration a Special Resolution to alter the 5th Article of the Company's Memorandum of Association in such manner as to provide for a subdivision of the Company's existing Shares and a division of its Capital into Shares of One-third the amount fixed by the said Memorandum of Association; and to take into consideration further Special Resolutions to alter Articles 31 and 75 of the Company's Articles of Association in the manner required by the said alteration of the Memorandum of Association.

By Order,  
W. H. RAY, Secretary.  
Hongkong, July 31, 1877. au21

### HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Underigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profit to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.  
Hongkong, August 1, 1877. nol

### CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to furnish the Underigned with a List of their Contributions for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.  
Hongkong, May 1, 1877. sel

### THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Underigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHEW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in LONDON, in LIVERPOOL, or at the principal Ports of India and the East.

BIRLEY & Co., Agents.  
Hongkong, May 31, 1877. au22

## Intimations.

### W. BALL, CHINA DISPENSARY.

IMPORTER of DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf. Hongkong, July 13, 1876.

### AH YON, SHIP'S COMPRADORE AND STEVEDORE.

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice. Hongkong, May 1, 1876.

## Shipping.

### Steamers.

FOR SWATOW, AMOY & FOOCHEW. The Steamship "NAMOA." Capt. J. E. PUNCHARD, will be despatched for the above Ports on MONDAY, the 13th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co. Hongkong, August 10, 1877. au13

FOR MANILA (DIRECT.) The Spanish Steamer "EMUY." BLANCO, Master, will be despatched as above on MONDAY Next, the 13th Instant, at Noon.

For Freight or Passage, apply to REMEDIOS & Co., Agents.  
Hongkong, August 9, 1877. au13

FOR HOIHOW & HAIFONG. The British Steamship "ALBA." Captain F. ASHFOR, will be despatched for the above Ports on TUESDAY, the 14th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co. Hongkong, August 10, 1877. au14

FOR SAIGON. The British Steamer "AMBOTO." Capt. BROWN, will be despatched for the above Port on WEDNESDAY Next, the 15th Instant, at 5 p.m.

For Freight or Passage, apply to AH YON, Charterer.  
Hongkong, August 10, 1877. au15

FOR SINGAPORE, PENANG AND CALCUTTA. The British Steamship "JAPAN." Captain H. DE SMIDT, will leave this for the above Ports on THURSDAY, the 16th Inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.  
Hongkong, August 8, 1877. au16

FOR SINGAPORE, PENANG AND CALCUTTA. The Steamship "ARGYLL." Captain SCOTT, will be despatched as above on THURSDAY, the 16th Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, August 8, 1877. au15

FOR MANILA (DIRECT.) The Spanish Steamship "LEYTE." will have immediate despatch for the above Port.

For Freight or Passage, apply to A. MACG. HEATON, Agent.  
Hongkong, August 9, 1877.

FOR MANILA (DIRECT.) The Spanish Steamship "MACATAN." will have immediate despatch for the above Port.

For Freight or Passage, apply to A. MACG. HEATON, Agent.  
Hongkong, August 9, 1877.

FOR SHANGHAI. The German Steamship "CASSANDRA." LANGER, Master, shortly expected from SINGAPORE, will receive immediate despatch as above.

For Freight or Passage, apply to Wm. FUSTAU & Co., Agents S. S. Cassandra.  
Hongkong, August 8, 1877.

FOR SYDNEY & MELBOURNE. The Eastern and Australian Mail Steam Co.'s Steamer "BOWEN." will be despatched as above on or about the 18th Instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, August 1, 1877.

## Shipping.

### Sailing Vessels.

FOR NEW YORK. The A 1 German Ship "JOHANNES." BUNKE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, July 31, 1877.

FOR NEW YORK. The A 1 American Ship "MATOILESS." J. C. DAWES, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, June 28, 1877.

FOR LONDON. The A 1 British Barque "GEO. OROSHAW." GEO. IRVING, Master, will have early despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, July 28, 1877.

FOR LONDON. The A 1 British Bark "ROBERT HENDERSON." GUNN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, June 11, 1877.

FOR HAMBURG. The A 1 British Bark "LORD MACALAY." Capt. MONKMAN, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, July 26, 1877.

FOR SAN FRANCISCO. The A 1 British Bark "VICTORIA." W. D. THOMAS, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, July 23, 1877.

FOR SAN FRANCISCO. The A 1 American Ship "A. S. DAVIS." J. W. FORD, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co. Hongkong, August 1, 1877. sel

FOR PORTLAND. The A 1 American Ship "PILGRIM." will load here for the above Port, and have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, August 2, 1877. sel2

FOR NEW YORK. The A 1 American Barkentine "WILLIAM COBB." having the greater portion of her Cargo engaged, will load here and/or at Whampoa for the above Port and have quick despatch.

For Freight, apply to OLYPHANT & Co. Hongkong, July 31, 1877. au11

FOR LONDON. The 100 A 1 German Ship "POLYNESIA." SCHWABER, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co. Hongkong, July 11, 1877.

FOR LONDON. The A 1 British Barque "BON ACCORD." W. SCOTT, Master, will have quick despatch as above.

For Freight, apply to GIBB, LIVINGSTON & Co. Hongkong, August 1, 1877.

FOR MELBOURNE & SYDNEY. The A 1 British Barque "CALDEY." Captain W. PETERSON, having the greater portion of her Cargo engaged, will have quick despatch as above.

For Freight, apply to ROZARIO & Co. Hongkong, July 27, 1877.



## Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ISMAILA, PORT SAID, NAPLES,  
AND MARSEILLES;  
Also,  
PONDICHERY, MADRAS, CALCUTTA AND BOMBAY.

ON SATURDAY, the 18th August, 1877, at Noon, the Company's S. S. *DJEMNAH*, Commandant CHAMPELON, with MAILES, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 17th August, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

H. DU POUET, Agent.

Hongkong, August 7, 1877. au18

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *CHINA* will be despatched for San Francisco, via Yokohama, on MONDAY, the 20th August, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan S. S. Company will leave Shanghai, via the Inland Sea Route, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 19th August. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 8, Praya Central.

RUSSELL & Co., Agents.

Hongkong, August 4, 1877. au20

## Occidental &amp; Oriental Steamship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "*OCEANIC*" will be despatched for San Francisco via Yokohama, on WEDNESDAY, the 22nd August, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 21st August. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, August 7, 1877. au22

## NOTICE.

## THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the *Chinese Mail* will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the *China Mail*. The unusual success which has attended the *Chinese Mail* makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

MR CHUN AYIN,

China Mail Office,

17th February, 1874.

## Insurances.

## THE NORTH-CHINA INSURANCE CO.

SUBSCRIBED CAPITAL—Tael 2,000,000, in 1,000 shares of Tael 2,000 each.  
PAID UP CAPITAL—Tael Six Hundred Thousand, or Tael 600 per share.

## PROVISIONAL COMMITTEE.

F. H. BELL, Esq., (Messrs Adamson, Bell & Co.)  
M. S. GURDAY, Esq., (Messrs David Sassoon, Sons & Co.)  
JAMES HART, Esq., (Messrs Turner & Co.)  
E. H. LAYERS, Esq., (Messrs Gilman & Co.)  
HUGH SUTHERLAND, Esq., (Messrs John Forster & Co.)  
A. G. WOOD, Esq., (Messrs Gibb, Livingston & Co.)

## HEAD OFFICE—SHANGHAI.

Secretary—HERBERT S. MORRIS, Esq.

HONGKONG & SHANGHAI BANKING CORPORATION.

## BRANCHES.

LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.

## AGENCIES.

At the principal ports in the East and Australian Colonies.

THE Company will be constituted on the 1st January, 1878, as a permanent Marine Insurance Company, to carry on the business (established in 1863) of the NORTH CHINA INSURANCE COMPANY, 1875-1877.

A Reserve Fund will be formed of Tael 400,000, by setting aside a portion of the profits at such times and in such sums as the Shareholders shall decide.

The net profits of the Company for each year will be divided amongst the Shareholders, in the following manner:—

One-third over the Shares, a portion thereof being set aside for the formation of a Reserve Fund as above stated.

Two-thirds as a return to Contributors (being Shareholders), in proportion to the Premium paid or influenced by them.

A revision of the Share List will take place at the end of every three years, and for this purpose power will be given to the Directors by the Deed of Settlement to withdraw all or any of the Shares held by Shareholders who have not contributed Premium or whose contributions during the preceding three years have not been in proportion to the number of Shares held.

Shareholders retiring from the Company in pursuance of the above regulation, will be notified at least three months prior to the date fixed for any such revision of the Share List, and will have the option of disposing of their Shares in either of the following ways:—

They will be at liberty at any time after receipt of notice of withdrawal, and prior to the date of revision, to sell their Shares to any person approved by the Company and accepted as the transferee; or

Upon surrendering their scrip certificate for cancellation at the time of such revision, and pursuant to notice, will receive a return of the Capital paid up thereon; and so soon after as the financial position of the Company up to the date of the revision can be ascertained and the accounts adjusted, they shall also receive a pro-rata share of the Reserve Fund, if any accumulated, together with such proportion of the unappropriated profits as may be found due to them.

NOTICE IS HEREBY GIVEN, that Applications for Shares in the undermentioned form will be received at the offices of the Company, from residents in China and Japan, until the 30th September; from London and distant ports until 31st October next.

## FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the NORTH-CHINA INSURANCE COMPANY, Gentlemen,

..... hereby request that you will allot to ..... Shares in the above Company, and ..... agree to accept such Shares, or any less number you may allot to .....; and ..... agree to pay the first call of Tls. 600 per Share, and all subsequent calls, and to subscribe the Deed of Settlement when required to do so.

Gentlemen,

Your obedient servant,

Forms of application for Shares can be obtained at the Head-office, or by application to the Agents of the Company: Shanghai, June 18, 1877. ocl

## NOTICE.

LONDON & ORIENTAL STEAMSHIP TRANSIT INSURANCE CO.

137, Leadenhall Street, LONDON, 1st January, 1877.

By Order of the Proprietors, WILLIAM HUNT, Secretary.

THE MARINE INSURANCE CO. 20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1886.

CAPITAL, £1,000,000 STERLING. RESERVE FUND, £340,000

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAMSHIP TRANSIT CO., and has Appointed Mr A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors, ROBERT J. LODGE, Manager.

THE Underwritten is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. McIVER, Agent of the Marine Insurance Co. of London.

Hongkong, February 15, 1877. au17

## Insurances.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHLIN, Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underwritten are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Vessels in Harbours, on Goods on board Vessels, and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1877.

## ROYAL INSURANCE COMPANY.

THE Underwritten, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co., Agents, Royal Insurance Company.

Hongkong, January 4, 1877.

## CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, April 17, 1873.

## QUEEN FIRE INSURANCE COMPANY.

THE Underwritten are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underwritten, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George the First, A. D. 1720.

THE Underwritten having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co., Hongkong, July 25, 1872.

## MANCHESTER FIRE ASSURANCE COMPANY.

THE Underwritten Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co., Hongkong, January 8, 1874.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underwritten have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co., Hongkong, October 14, 1868.

## Insurances.

## HAMBURG-MAGDEBURG FIRE INSURANCE Co. OF HAMBURG.

THIS Company is now Prepared to issue Policies against LOSS or DAMAGE by FIRE at Current Rates. Every Risk taken by this Company is participated in by Three of the largest German Fire Insurance Companies, representing an aggregate Capital and Surplus of over SIXTY MILLION MARKS, equal to FIFTEEN MILLION DOLLARS, enabling this Company to accept large extra matters.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1876, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of the State. All our learned societies should subscribe to this scholarly and entertaining Review. It is a sixty page, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address *China Review*, Hongkong.—Northern Christian Advocate (U.S.)

Trübner's *Oriental Record* contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable, and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. R. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. O. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

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**CAUTION.**—Vice-Chancellor Sir W. P.  
Wood stated that Dr. Collis Browne was  
undoubtedly the Inventor of Chlorodyne,  
that the story of the Defendant, Freeman,  
being the Inventor, was deliberately untrue;  
which he regretted had been sworn to.  
Eminent Hospital Physicians of London  
stated that Dr. J. Collis Browne was the  
discoverer of Chlorodyne; that they pre-  
scribed it largely, and mean no other than  
Dr. Browne's.—See Times, July 12, 1864.

The public, therefore, are cautioned  
against using any other than  
**DR. J. COLLIS BROWNE'S CHLORODYNE.**  
Remedial uses and action.

This invaluable remedy produces quiet,  
refreshing sleep, relieves pain, calms the  
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and stimulates healthy action of the se-  
cretions of the body, without creating any of  
those unpleasant results attending the use  
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following diseases:—

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useful—Cholera, Dysentery, Diarrhoea,  
Colic, Coughs, Asthma, Rheumatism,  
Neuralgia, Whooping Cough, Cramp, Hy-  
steria, &c.

The Right Hon. Earl Russell communi-  
cated to the College of Physicians and J. T.  
Davie, that he had received information  
to the effect that the only remedy of any  
service in Cholera was Chlorodyne.—  
See Lancet, Dec. 31, 1864.

From A. Montgomery, Esq., Inspector  
of Hospitals, Bombay:—"Chlorodyne  
is a most valuable remedy in Neuralgia,  
Asthma, and Dysentery. To it I fairly  
owe my restoration to health, after eighteen  
months' severe suffering, and when other  
remedies had failed."

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and throughout the World.

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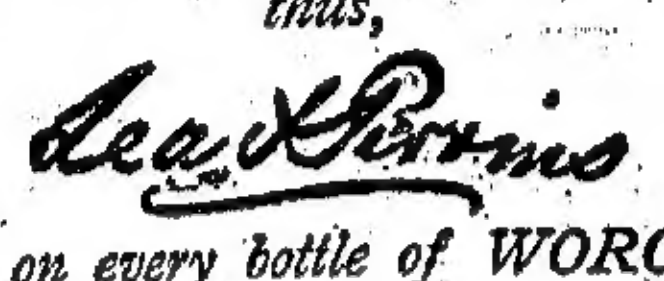
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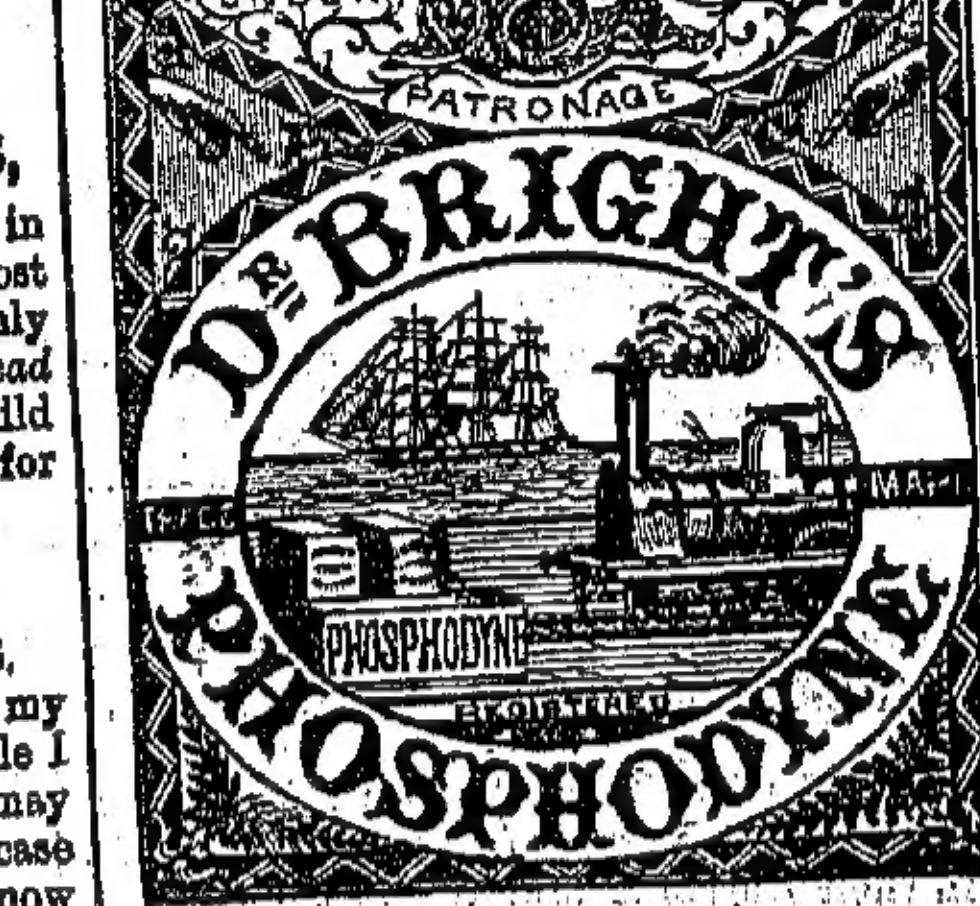
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## Intimations.

In the ESTATE and EFFECTS of HO ASSEK, alias HO IN KEE, alias HO FEE IN, late Partner and Manager of KIN NAM HONG, Hongkong, Deceased.

THE Deceased HO ASSEK died in Pango, Shun-tak District, near Canton, on 29th April, 1877. HO LEONG SHE, wife of said Deceased, has obtained Letters of Administration to the Estate; she being blind, has given power of attorney to WEI AKWANG, Comptroller of the Chartered Mercantile Bank, to act for her in all matters respecting the above Estate.

Notice is hereby given, that all Persons having CLAIMS against the Estate of HO ASSEK, late Partner and Manager of KIN NAM HONG, are requested to send in Particulars of same to the Undersigned in writing on or before the 31st October, 1877, otherwise no Claim shall be allowed.

All Persons indebted to the above Estate are requested to make immediate payment. HO ASSEK's Interest and Responsibility in the KIN NAM HONG ceases from this date, the remaining Partners continue the Business as before, and settle all accounts of the Firm.

WEI AKWANG,  
Attorney for HO LEONG SHE,  
Hongkong, August 1, 1877. au16

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Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,  
Agents.  
Hongkong, August 7, 1877. au14

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CONSIGNEES of Cargo by Steamship OCEANIC are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at West Point, from whence delivery can be obtained upon countersignature of Bills of Lading.

Consignees will be required to sign a General Average Bond at the Office of the Company, before taking delivery of their Goods.

Goods remaining undelivered after the 16th Instant will be subject to rent.  
No Fire Insurance has been effected.

G. B. EMORY,  
Agent.  
Hongkong, August 9, 1877. au16

## NOTICE TO CONSIGNEES.

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CONSIGNEES of Cargo by the above-named Vessels, from London, Bombay and Intermediate Ports, and in connection with the Steamship AUSTRALIA from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 17th Instant will be subject to rent.

ADAM LIND,  
Superintendent.  
Hongkong, August 10, 1877. au17

## COMPAGNIE DES MESSEGERIES MARITIMES.

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R. DU POUEY,  
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K. Y. 27 pizen. Medicine, from Saigon.  
Ex, Gy Bon Tai, from Saigon.  
Hongkong, July 30, 1877.

## COMPAGNIE DES MESSEGERIES MARITIMES.

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Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, at 10 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Saturday, the 11th Instant, at Noon, will be subject to rent and landing charges.

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H. DU POUEY,  
Agent.  
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## Notices to Consignees.

## NOTICE TO CONSIGNEES.

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MEYER & Co.,  
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Hongkong, August 10, 1877. au17

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ARNHOLD, KARBURG & Co.,  
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## To-day's Advertisements.

## NOTICE.

ANY CLAIMS against the British Ship COMMISSARY, must be sent in to the Undersigned before Noon of MONDAY, the 13th Instant, or they will not be recognized.

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Hongkong, August 11, 1877. au13

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The Eastern and Australian Mail Steam Co.'s Steamer "BOWEN" will be despatched as above on TUESDAY, the 14th Instant, at 4 p.m.

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ALPHINGTON, British barque, Captain G. Cunningham.—Wieler & Co.

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MIGNON, American 3-m. schooner, Capt. L. H. Soule.—Order.

NORTHERN STAR, British barque, Captain John Wortley.—Order.

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## ARRIVALS.

Aug. 10, *Morning Star*, Siamese barque, 570, D. Michaelson, Bangkok July 31, General.—TACK MEE.

Aug. 11, *Popillon*, French barque, 468, Gouin, Newcastle (N.S.W.) May 11, Coal.—ARNHOLD, KARBURG & Co.

Aug. 11, *Caribbrooke*, British steamer, 987, Saigon Aug. 6, General.—CHITREZ.

Aug. 11, *Gothia*, put back.

Aug. 11, *Ullock*, British barque, 779, Goodman, Liverpool March 29, Coal.—BORNEO CO., LIMITED.

Aug. 11, *Florence Bailey*, American schooner, 121, Wesley Clark, Manila Aug. 2, Cocoa-nuts and Dye-wood.—ORDER.

Aug. 11, *Window*, British barque, 486, Barker, Bangkok July 24, Rice.—YVES FAT HONG.

Aug. 11, *Hannah Law*, for New York.

11, *Mignon*, for Haiphong.

11, *Chas. W. Cochran*, for Baker's Island (Pacific).

11, *Leading Wind*, for Baker's Island (Pacific).

11, *Mitrapore*, for Europe, &c.

11, *Damie*, for Bangkok.

11, *Bombay*, for Yokohama.

11, *Jacarta*, for Whampoa.

11, *Dorebroderesen*, for Nagasaki.

11, *Yongste*, for Shanghai.

11, *Springfield*, for Portland (Oregon).

11, *Auguste*, for Anjer.

11, *Gothia*, for Newchwang.

11, *P. P. Litchfield*, for Victoria, B.C.

11, *Carl*, for Oheoo.

11, *Thoon Kramon*, for Newchwang.

11, *Flintshire*, for Cape St. James.

## PASSENGERS.

## ARRIVALS.

Per *Florence Bailey*, from Manila, Mr Charles Miller.

Per *Caribbrooke*, from Saigon, 200 Chinese.

DEPART.

Per *Mitrapore*, for Singapore, 4 Seamen, R.N.; for Bombay, Mr S. A. Joseph and Servant; for Madras, Pt. Pallathan, G.L.; for Southampton, Messrs J. McDougall and F. S. Unwin, and Lt. Ch. Windham, R.N.

From Shanghai:—For Southampton, Mr Balfour; for Singapore, 1 Native. From Yokohama:—For Southampton, Capt. McNabb, Miss McNabb and 1 Child, Messrs Anderson, Sutton and Forey, and 22 Europeans.

Per *Bombay*, from Yokohama, Mr Dandies, 1 Japanese gentleman, and 1 Markham.

Per *Mignon*, for Haiphong, 2 Europeans.

Per *Damie*, for Bangkok, 61 Chinese.

TO DEPART.

Per *Yangste*, for Shanghai, 20 Chinese.

## SHIPPING REPORTS.

The Siamese barque *Morning Star* reports: Gulf of Bangkok westerly wind and rainy weather, from Pulo Obi strong S.W. wind and till 17 N. from thence strong westerly wind with heavy rain and squalls.

The British steamer *Caribbrooke* reports: Strong S.W. winds and squally weather, attended with much rain with cross sea. Barometer falling to 29.0 on the 9th off Paracels.

The Siamese barque *Gothia* reports: Put back on account of heavy weather.

The American schooner *Florence Bailey* reports: Strong gales from W.N.W. to N.W. with heavy sea.

The British barque *Window* reports: Heavy gale on August 7th, wind from West to N.W. with high confused sea, and on the 9th strong gale from S.E. with high sea. Outside this port weather thick and threatening.

## POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.—Per *PESHAWUR*, at 9 a.m., on Sunday, the 12th inst. Late letters received from 9.10 to 9.30, with 16 cents late fee. The Post Office will be open at 8 a.m.

For STRAITS SETTLEMENTS.—Per *THALES*, at 11.30 a.m., on Monday, the 13th inst., instead of as previously notified.

For MANILA.—Per *EMMY*, at 11.30 a.m., on Monday, the 13th inst.

For HAIPHONG.—Per *NORTHERN STAR*, at 3.30 p.m., on Tuesday, the 14th inst.

For SAIGON.—Per *AMBOY*, at 4.30 p.m., on Wednesday, the 15th inst.

For STRAITS SETTLEMENTS AND CALOUTTA.—Per *ARGYLE* and *JAPAN*, at 2.30 p.m., on Thursday, the 16th inst.

MAILS BY THE TORRES STRAITS PACKET.—The Australian Contract Packet *BOWEN*, will be despatched from Hongkong on TUESDAY, the 14th inst., with Mails for Singapore, Somerset, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be Registered after 3.15 p.m.

The Mails will be closed at 3.30 a.m. Correspondence for Southern Australia can be sent by this route at desired, but as a general rule it is better to send it via Galle.

Hongkong, August 11, 1877. au14

## MAILS BY THE FRANCE PACKET.

The French Contract Packet *DJEMNAH* will be despatched from Hongkong on SATURDAY, the 18th inst., with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, 17th Inst.—

5 p.m., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

Saturday, 18th Inst.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

(11.10 a.m., Letters (but Letters only) may be posted on payment of a to Late Fee of 12 cents extra postage, until

(11.30 a.m., when the Post Office Closes entirely.

Hongkong, August 4, 1877. au18

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *CHINA* will be despatched on MONDAY, the 20th inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post-Office closes.

2.30 p.m., Correspondence for Japan, the United States, or Union Countries only may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.30 p.m. when the Mail is finally closed.

Hongkong, August 10, 1877. au22

## General Memoranda.

## TUESDAY, August 14:—

Noon.—*Albat* leaves for Hoihow, &c.  
4 p.m.—*Bowen* leaves for Sydney, &c.

## WEDNESDAY, August 15:—

8 p.m.—*Ambo* leaves for Saigon.

## THURSDAY, August 16:—

3 p.m.—*Japan* leaves for Singapore, &c.  
3 p.m.—*Argyll* leaves for Singapore, &c.  
3 p.m.—Meeting of Shareholders of the Hongkong and Shanghai Banking Corporation at City Hall.

Goods per *Oceanic* undelivered after this date subject to rent.

## FRIDAY, August 17:—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.  
Goods per *Mongolia* and *Peshawur* undelivered after this date subject to rent.

## SATURDAY, August 18:—

Noon.—French Mail leaves for Ports of Call and Europe.

## MONDAY, August 20:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

TUESDAY, August 21:—

3 p.m.—Meeting of Shareholders of the China Traders' Insurance Co., Limited, at the Head Office, Hongkong.

WEDNESDAY, August 22:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

3 p.m.—Meeting of Shareholders of the Hongkong and Whampoa Dock Co., Limited, at Club Chambers.

## MEMOS. FOR TO-MORROW.

## RELIGIOUS SERVICES:—

St. John's Cathedral.—The Right Reverend Bishop Burdon; The Rev. E. Dwyer, Acting Colonial Chaplain. At 11 a.m., Morning Prayer, &c.

Military Service.—Rev. J. Henderson, acting Military Chaplain. At 8 a.m., Morning Prayer, &c.

Union Church.—Minister, Rev. James Lamont. Morning Service, at 11 a.m. Afternoon, 6 p.m.

St. Peter's Seamen's Church.—Rev. J. Henderson, Service at 6 p.m., every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

St. Stephen's Mission Church.—Rev. A. B. Hutchinson, and Rev. Lo San Yuen. (All Services in Chinese.) Morning Prayer:—Liturgy, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

Berlin Foundling House.—Service in the German language, by Pastor E. Klitzke, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

## MEMOS. FOR MONDAY.

## Miscellaneous.

Claims against the Commissary must be sent in to the Agents before Noon.

## Shipping.

Noon.—*Namoa* leaves for Coast Port.

Noon.—*Emmy* leaves for Manila.

## Meeting.

9 p.m.—Meeting of Zealand Lodge.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

## 香港大藥房

## A. S. WATSON &amp; Co.,

FAMILY & DISPENSING CHEMISTS, WHOLESALE AND RETAIL DRUGGISTS, IMPORTERS OF

DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

## MANUFACTURERS OF

Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.45 p.m.

## THE CHINA MAIL.

HONGKONG, SATURDAY, AUGUST 11, 1877.

The telegrams we publish to-day leave no doubt as to the seriousness of the reverse sustained by the Muscovite forces at Plevna. The evacuation by the Russians of all their positions, south of the Balkans, except the Shipka Pass, can only mean that they have met with an unexpected disaster on their lines of communication in Bulgaria, and have reason to fear a much graver one. Should the Turkish force be able to securely plant themselves between Tirnova, where the Russian headquarters are at present situated, and the Danube, the Russian campaign in Europe must collapse with a crash a hundred times more disastrous than their flight from the Turkish provinces in Asia. But, with the immense forces Russia has thrown across the Danube, it is hardly probable that the Turks will be able to take the aggressive and cut the Russian communications; still it is exceedingly probable that the Turkish commanders in Bulgaria, having as bases for their operations the great fortresses of Widin, Schumla, Rustchuk, Silistria and Varna, will be able to so effectually harass and worry the Russians as to delay an advance on Constantinople until it is too late. A

## LOCAL AND GENERAL.

The loss of two steamers, like the *Melkong* and *Cashmere*, within so short a time of each other at Cape Guardafui, seems to point to the necessity for a l







## Portfolio.

## "I WOULD NOT, IF I COULD."

I would not dig my past  
Up from its grave of weakness and regret;  
Up from its hopes—which glimmered but to set—  
Its dreams, that could not last!

Yet I can look before,  
And profit by the lessons early learned;  
As children, playing with the fire, were burned,  
And tempt its glow no more.

I would not, if I could,  
Live o'er again this dark, uncertain life—  
This slipping backward in the daily strife  
Of reaching after good.

Yet I can know how weak  
Are all below, and so sweet Charity,  
Will cling and grow about each form I see,  
And thus to me will speak:

I would not open out  
The half-healed wounds of other years, long fed,  
'Twere better they were numbered with the dead,  
Butcher than fear or doubt.

Yet I can truly say,  
Let the dead past bury its dead. We go  
So swiftly onward to life's sunset glow—  
And then, there is no day!

Life is too short to waste  
In vain repining or in weak regrets;  
The strongest heart endures, and never frets,  
O'er joys it may not taste;

And he who can go on  
Bravely and firmly in the allotted way,  
Gaining strength with every darkened ray,  
Shall surely reach the dawn.

And so I would not lift  
Up from the grave the shadows of my past;  
The clouds that all my sky once overcast  
Into the night may drift.

For there is enough to fill  
Each hour and moment of the days to come;  
Then wherefore woe the shadows to our home?  
The valleys to our hill?

BEAUTY.—Never lose an opportunity  
of seeing anything beautiful. Beauty is God's  
handwriting—a wayward sacrament. Wel-  
come it in every face, every fair sky, every  
fair flower, and thank him with your eyes.  
It is a charming draught—a cup of blessing.

RIGHTIOUS VENGEANCE.—Some one hav-  
ing urged Tasso to avenge himself upon a  
man who had done him many injuries, he  
said, "I wish to take from him neither his  
property, nor his life, nor his honor, but  
only his ill-will towards me."

## CELEBRITIES AT HOME.

(World.)

## MR. SANTLEY AT ST. JOHN'S WOOD.

As a trim dandy opens the door of Mr. Santley's house, he is met by the church in which the late Mr. Bell had achieved fame as a pulpit-orator, the voice of the great bard strikes full upon the ear with that G. for which he is celebrated. At home Mr. Santley is as much unlike Danny Man as it is possible to imagine: a dandy built man, broad and deep chested, with a very low shirt-collared and a loosely knotted neck of silk round his bull-neck, clad not in gorgeous dressing-gown, but in a short velvet coat of sporting cut. Not one of the languid ornamental order of beings, but a blue-eyed, fresh-coloured, vigorous Lancashire lad—a very Englishman to look upon, albeit his accent—as is not uncommon with Liverpoolians—betrays traces of Ribblesdale influence. Across his powerful chest meanders a heavy silver chain, with a lump of lapis lazuli at one end and at the other a mighty silver watch, like those worn by railway guards, and weighing half a pound or thereabouts. All men have had their cherished fancy, their pet ambition. Mr. Santley looked toward to the possession of a huge watch. During his brilliant career he has acquired several specimens of horological art, but was never truly happy till he made his recent purchase, which completely realised the dream of his childhood. On this bright morning he is hard at work—exercising his memory and his lungs—rolling cascades of sound out of his muscular throat—rattling his fingers over the keys of a Collard's grand piano-forte—and watching the methodical tick of the metronome. For this instrument he entertains a profound affection, and invariably falls back upon it when the rhythm of a new melody appears to leave something to be desired. To Mr. Santley—educated in the good old exact school of opera-time—the sheet-anchor of song. Before dreaming of graces of expression, he is careful that exact time, and consequently perfect rhythm, shall be secured. From his severe standpoint he looks upon a correct interpretation of the composer's meaning as the first duty of the singer. This honestly fulfilled, it is time enough to think about expression, that pitfall of young artists, who, over-anxious to produce the maximum of effect with the minimum of study, are but too apt to lose sight of the composer altogether. Solo-singing in concert and drawing-rooms has a tendency to exalt the executant at the expense of the creator. The former is master of the situation, and provided he makes his points and brings out the best note of his voice, whether it be set down for him or not, may take liberties with the score without suffering, except from the gradual deterioration of style brought about by free-and-easy rendition. With the operatic singer it is far otherwise. He has to think of others as well as of himself, and must keep his genius within certain limits. The study of a prominent part in an opera or oratorio involves a knowledge of the whole, and consequently many hours of hard work and patient attention to the business of interpretation.

Those who listen to operatic music have little idea of the anxious hours which precede the production of a new piece, and the careful attention to general effect which is an indispensable qualification of an operatic singer. Mr. Santley is one of the hardest workers and quietest lives in his profession. Like many other successful men he has found that success means increased work—that the position achieved by infinite labour can only be held on similar conditions—and has wisely *pro se* parti. He may be said to live in his profession and his family. There is not the faintest aroma of Bohemia in his pretty house in Upper Hamilton-terrace. All is quiet, orderly, and calm—not to say business-like. Perhaps the love of method which has led Mr. Santley to convert one room of his house into an office, with huge oaken desk in the centre, was imbued during his early days in a Liverpool counting-house, but whether from temperment or habit he is exact in all his dealings. To his office he betakes himself early in the morning; and surrounded by a bus of faithful portraits of the late Henry

Phillips, of Rubinstein, and other lights of the musical and dramatic world; he gets through his correspondence with commendable punctuality. Then, unless duty at rehearsal, he works steadily at home till one or two o'clock—voice, piano-forte, and metronome all in full blast. Then comes the hygienic part of the programme—a walk to Hampstead—to expand lungs hungry to exchange the atmosphere of the theatre for the fresh breeze of the Heath. But as Caro sits behind the horse-man, so does Work follow the pedestrian. The long morning has been passed in mastering the work of the future—the new opera in course of rehearsal; but the impression made by novel aims must be, as it were, washed out of the mind, and the music of that particular evening brought vividly before him. Hence, after the first sharp walk in over and the pace becomes *adagio*, the opera in actual work is mentally gone through from beginning to end, and notes are made for polishing here and there. To the walk succeeds dinner, a welcome respite to the appetite whetted by work mental and physical. It is an early dinner—as that of a singer must necessarily be—and of good but simple materials, moistened with a sparing allowance of wine. After dinner is the interval for digestion, enlivened by reading of a miscellaneous kind. Mr. Santley is well acquainted with the principal modern languages, and is, moreover, a lover of the exact sciences. Observation, a lover of the exact sciences. Observation, a lover of the exact sciences. Observation, a lover of the exact sciences.

It is not to be wondered at that Mr. Santley took kindly to dramatic music, for his youthful ambition was to be, not a singer, but an actor—a bent vigorously combated by his father, Mr. William Santley, sometime organist in the Rev. Hugh Stowell Brown's chapel at Liverpool. Forbidden to think of music, much less the stage, as a profession, the son nevertheless learned his music-lessons well, and in an education class struggled to overcome his natural nervousness, but for a long while could not get through the simplest recitation without breaking down in abject fashion. The boy, who was to grow into an operatic singer of marvellous *optimum*, once failed ignominiously in an attempt to recite Bishop Heber's well-known lines. At the conclusion of his education at Queen's College, Liverpool, he was set to pore over his Latin and Greek, and to devote his business. As his voice ripened, he became a member of a musical association called the 'Société Harmonique,' organised by a veteran violinist, Mr. Joseph Lidd, who at last induced the organist to allow his son, then a very good amateur, to go to Italy to finish his musical education. There he fell into excellent hands. His master, Signor Gaetano Nava, was one of the good old 'solid' school of Lablache and Rubini, who utterly abjured the hot-house system of instruction. He was accustomed to compare the young vocalists—pushed rapidly on to the lyric stage before they had half mastered their profession—to Jonah's gourd, and fairly lost his temper when he saw a veritable mule taken out of the Arno and brought before the public in six months, to the no small detriment of a voice of magnificent range and power.

Like Mr. Henry Phillips, he spent three months not too long to spend in studying a song, and drilled his pupils with tremendous thoroughness. Thanks to the teaching of Signor Nava and his own industry, Mr. Santley first sang publicly in opera at Paris, during the Carnival of 1856-7. His first appearance was not calculated to elate the English baritone to any dangerous extent. The opera produced was that since-forgotten work, *Lamberto Malatesta*. It is perhaps hardly fair to say it is forgotten, for it was never known—literally never heard. It may be roughly described as a *coup d'état* altogether. The book was written by a student, the music was composed by a student, the opera was performed by students, and the audience was made up of the same merely *promising* material. No more chorus of catcalls and howls of laughter than the curtain descended on the ill-fated *Lamberto Malatesta*, brought to a premature conclusion, to the derangement of the Paris opera season and the funds of Mr. Santley, who found himself shortly afterwards in Milan with a purse as light as his heart. Here he was working hard, studying and singing in public at the Santa Redegonda Theatre, when the late Mr. Chorley suddenly turned up. This gentleman was well acquainted with Mr. Santley's family, and taking a strong interest in the young singer, advised him to return to England at once. Armed with a letter of introduction, he presented himself to Mr. Hullah, was received with the grand courtesy natural to that master, and told that 'he had got a great deal more out of Italy than most people, but had yet much to learn.' Mr. Santley appropriately commenced his English career with the part of Adam in the oratorio of the *Creation*. After singing for a while at St. Martin's Hall and at the Crystal Palace, he was engaged by the Sacred Harmonic Society, and sang at the usual round of concerts until he commenced regular operatic work with the Frye and Harrison Company in 1859, since when his comings and goings—in the Old and New World—have been written with a bold hand in operatic history.

Married to a daughter of Mr. John Mitchell Kemble, the son of Charles Kemble, Mr. Santley delights in filling his house with memorials of the theatre. The very pictures on the walls are the work of histrionic draughtsmen. He is the happy possessor of an excellent water-colour drawing, 'Great Expectations'—an old woman watching a very little sprout planted in a pot of enormous dimensions, the work of that imitable and overflowing humorist, the veteran John Parry—and is also proud of a series of pen-and-ink sketches of maritime subjects by Junco, a basso of the good old legitimate school, who, after graduating in the French marine, turned, like a continental Didi, to the lyric stage. . . . At the end of the garden in St. John's Wood is the evidence of another fancy—a crowd of fowl of choice breed, ornamental and useful in keeping the house supplied with new-laid eggs. In this as in his other tastes, Mr. Santley is an Englishman indeed; having throughout his life

steadily set his face against all attempts to 'Italianise' or even to 'Gallicise' him. He actually was proof against the blandishments of Colonel Mapleton, who 'groove' had imposed upon him the name of 'Santelli,' and falling therein, pleaded piteously for 'Monsieur.' Instead of 'Mr. J.' but in this case the eloquence of the colonel was lost, and the Lancashire lad remains plain Charles Santley unto this day.

## SLINGS AND ARROWS OF FORTUNE.

A majority of people believe in good luck and bad luck. Napoleon would not trust an unlucky general with any important business. Yet his own luck turned at last, and he died in a miserable captivity. The luck of Napoleon III. changed several times. He was a prisoner in the fortress of Ham, a Bohemian in London and New York, afterwards Emperor of France, then captive in a German fortress, and finally disastrously exiled to England. Many people will not undertake any important enterprise on Friday. And yet that is a lucky day for a considerable number of other people. The French especially do not consider the thirteenth day of the month as other than a very unlucky day. And the number of thirteen at the dinner table is not to be tolerated. One according to the superstition is sure to die. But the exceptions have nearly or quite overturned the theory. Thirteen Sauters secured their independence; and if there is luck in odd numbers, why not in thirteen? It was not the thirteenth disciple who was a traitor, but the twelfth. Nor was Benedict Arnold, the Revolutionary traitor, in any way the victim of number thirteen.

Perhaps there is no better way than boldly to defy the 'slings and arrows of outrageous fortune.' It may be a good thing to make faces at bad fortune, to lampoon her, and to get up all sorts of squibs at her expense. This is the way the gentle Bohemians do; and the result is that never did any fraternity live so comfortably on so little money, or such small credit.

Here comes one, who in a card to the New York Sun, proposes to defy bad fortune and to find happiness in misfortune. There is a philosophy which affirms that the more miserable we are the happier we are. Hear what this modern Brahmin proposes:—

"I desire to form, with twelve other young men, a Misfortune Club, for the purpose of trying the fates who especially abhor the dinner party of thirteen and visit ill-luck upon the person who spills salt or puts on a garment inside out.

The object of this Club shall be mutual improvement and a constant tempting of ill-fortune. . . . We will dine together once a month, on an unlucky day if we can, and ask Miss Claxton if she should be in the city to dine with us. At that time we will perform as many reputed unlucky acts as practicable, and at the end of our meeting discuss our mishaps, see if natural laws can sufficiently account for them, and send an account of them to the Sun, omitting the names.

"It is lucky to be under the ban of ill-luck! I think so sometimes. There is a popular superstition that the person who destroys a cat will have seven years of misfortune. In my life I have destroyed fully one hundred cats. Hence, I am to have 700 years of bad luck. Does not this fact guarantee me a lease of life far beyond that of most patriarchs? Then let us count our evil star of destiny, and take a new lease of life from the dark side of daily events."

It is remarkable that notable men—men of the broadest intelligence—have cherished the strangest superstitions. Dr. Johnson must put his right foot foremost in going up stairs. Sir Walter Scott firmly believed that all marriages in May were unfortunate, and more than half the intelligent people with whom we have conversed on that point firmly agree with Sir Walter Scott, and are ready to cite any number of striking instances in confirmation of that theory.

Good or bad luck cannot be reduced to a science, and therefore both lucky and unlucky men are something of a mystery. Nor can we fully account for the popular belief in unlucky days and numbers, on any other theory than this, that it accords with the observations of a considerable number of people, that more untoward events are connected with certain numbers on certain days than with any other. As for Friday, we are met with the stunning declaration that Columbus set sail from Lisbon on Friday; and discovered the New World on Friday. But then, a great many people would be disposed to raise the question, whether the day was a lucky one. There was room enough in the Old World for all our ancestors, and it might have been better that this continent should have lain fallow, for another five hundred years.

As for the good luck of seeing the new moon over the right shoulder, and the ill-luck of seeing it over the left shoulder—that hypothesis is left for sentimental young people. It may be observed, however, that a considerable number of young men never propose without having seen the new moon over the right shoulder, and if jilted they firmly believe that somehow the position was shifted, so that the baleful influence of the moon fell on the left shoulder. There are not a few grey beards also, who always survey the new moon from the porch, taking good care to bring it over the right shoulder. They are not at all superstitious. But then it might be just as well to leave all the currents set in the right direction.

The fact is the folk lore of the world is pretty well saturated with superstition. Now and then a brave man comes to the front and boldly defies all the bad luck of unfortunate numbers and days. What is wanted is some image-breaker to go through the world and break all these images of superstition. Now and then one comes in to take its place. . . . Fortunate events do not march themselves by lucky days or numbers. The thirteenth man lives and prospers after he has dined at the club, or with his friends. Friday is still as good a day as was ever set down in the calendar of saints. And as for any run of bad luck resulting from seeing the new moon over the left shoulder, if that is not a libel on the moon, it is upon moon-struck people. It might be worth while for some one who has the patience and time for investigation, to enquire whether the increase of intelligence does actually lessen the superstition of the times? . . . Whether with the dropping out of one superstition, another quite as absurd is not adopted. . . . Sir Matthew Hale firmly believed in witches, and tried quite a number in his time. But we know a Judge of this day was on no account would

make up a company of thirteen for a dinner party. We hear much about religious superstitions. But there is a cloud of superstitions which have not the remotest connection with any religious belief. They ought to be purged from intelligent minds, even if they were derived by natural inheritance.

## INTERNAL NAVIGATION.

## THE CANAL.

The report of the committee upon improved locomotion was submitted to the company during the following summer. It was a long and exceedingly entertaining document, and the following extracts from it may possess some interest:

In reference to the plan offered by Henry Bushelson, which proposes to run the boats by means of his patent propeller, we may remark that the steam-engine with which the propeller is moved would sink the boat; and even if it would not, the propeller-blades, being longer than the depth of the canal, would dig about five hundred cubic feet of mud out of the bottom at each revolution. As a mud-dredge Bushelson's patent might be a success, but as a motive-power it is a failure; and his suggestion that the tow-path might be cut into lengths and laid side by side and sold for a farm, therefore, is not wholly practicable.

"The idea of William Bradley is that holes might be cut in the bottom of the boat, and through these the legs of the mud could be inserted, so that it could walk along the bottom, while its body is safe and dry inside. This notion is the offspring of a fruitful and ingenious intellect; and if the water could be kept from coming through the holes, it might be considered valuable for one thing—somebody would have to invent a new kind of mud with legs about seven feet long. Mr. Bradley's mind has not yet devised any method of procuring such a mud, and unless he can invent the ordinary kind to walk upon, we fear that the obstacles to his scheme in this direction may be regarded as insurmountable.

"Mr. Peterman Bestwick urges that important results might be secured by making the canal an inclined plane, so that when a boat is placed upon it the boat will simply slide down hill by the power of the attraction of gravitation. This seems to us a beautiful method of adapting to the wants of man one of the most remarkable of the laws of Nature, and we should be inclined to give Mr. Bestwick the first prize but for the fact that we have discovered, upon investigation, that the water in the canal would slide down hill, and that it would require about fifteen rivers the size of the Mississippi to keep up the supply. Mr. Bestwick does not mention where we are to get those rivers. He does, however, say that if it shall be deemed inadvisable to slope the canal, the boats themselves might be made in the shape of inclined planes so that they would run down hill upon a level canal. There is something so deeply so amazing, in this proposition that your committee needs more time to consider it and brood over it."

"Mr. W. P. Robbins proposes to draw off the water from the canal, lay rails on the bottom, and then put the boats on wheels and run them with a locomotive. Your committee has been very much struck with this proposition, but has concluded, upon reflection, that it is rather too revolutionary. If canal navigation should be begun in this manner, probably we should soon have the railroad companies running their trains on water by means of sails, and stage lines traveling in the air with balloons. Such things would unsettle the foundations of society and induce anarchy and chaos. A canal that has no water is a locomotive and incendiary canal; and it is equally improper and equally repugnant to all conservative persons when, as Mr. Robbins suggests, the boats are floated in tanks and the tanks are run on rails."

Your committee has given much thought and patient examination to the plan of Mr. Thompson McGhee. He suggests that the mules shall be clad in submarine armor and made to walk under water along the bottom of the canal, being fed with air through a pump. As we have never seen a mule in action while decorated with submarine armor, we are unable to say with positiveness what his conduct would be under such circumstances. But the objections to the plan are of a formidable character. The mule would, of course, be wholly excluded from every opportunity to view the scenery upon the route, and we fear that this would have a tendency to discourage him. Being under water, too, he might be tempted to stop frequently for the purpose of nibbling at the catfish encountered by him, and this would distract his attention from his work. Somebody would have to dive whenever he got his hind leg over the towline; and when the water was muddy, he might lose his way and either pull the boat in the wrong direction or be continually butting against the bank."

"Of the various other plans submitted, your committee have to say that A. R. Mackey's proposition to run the boat by sails, and to fill the sails with wind by means of a steam blower on the vessel; James Thompson's plan of giving the captain and crew small scows to put on their feet, so that they could stand overboard and push behind; William Black's theory that motion could be obtained by employing trained sturgeon to haul the boat; and Martin Stotesbury's plea that propulsion could be given by playing a cannon upon the poop-deck and firing it over the stern, so that the recoil would move the boat along, are all wonderful evidences of what the human mind can do when it exerts itself; but they are not as useful as they are marvelous."

The prize has not yet been awarded. It is thought that the canal company will have to make it larger before they secure exactly what they want.—*Moss Adeler.*

## THE DEACON STOPPED HIM.

Last winter a man named Jones used to come to our church regularly. Jones had a habit of coughing and clearing his throat constantly, and when he would cough a cough would go clear around through the entire congregation, as it always does on these occasions. When Jones would clear his throat about sixty persons would follow his example, involuntarily, until the voice of the preacher could hardly be heard. As Jones used to cough through with his performance every Sunday, it had at last got to be intolerable to Deacon Pratt, who is a singularly nervous man. So the deacon made up his mind to stop it. One Sunday he brought a jugful of ipecac along with him and put a huge syringe in his pocket. When Jones had coughed about a dozen times, the deacon stepped over to him, and in a whisper, asked him if he wouldn't try to stop. Jones curiously told him to "dry

up," and then Jones cleared his throat and coughed more vigorously than ever.

During the sermon Jones fell asleep with his head thrown back upon the back of the pew. The deacon unloaded his syringe, worked it up and down in the ipecac three or four times and went over to Jones. Jones' mouth was wide open. The deacon aimed his syringe at the orifice and let drive. About a pint of the stuff went into Mr. Jones' gullet. The next moment he was on his feet, spluttering and choking, just in time to see the deacon shutting up his syringe and going back to his seat. At first he didn't exactly grasp the situation. Then he made up his mind to punch the deacon's head right there in church. Then he suddenly began to feel sick, and he felt that he had better bolt out of that meeting house, and he did. When the congregation came out they saw Jones leaning over the side fence, while as a sheet of paper, and every now and then heaving as if he would eventually throw up his shin-bones. When Peter Lamb walked over to him Jones said, between the convulsive gasps:—

"O, it's all right! It's all right! Never you mind! I'll fix him; I'll bust the head off of him! Just as soon as I get this awful stuff off of my stomach, and am well enough to be about if I don't show that old bald-headed rooster that he can't profane the services of the sanctuary by emptying his slops into my insides, then my name's not Wm. Henry Jones. That's all. Just you wait! I'll shake the immortal liver out of him!"

But he hasn't done it. Instead of fighting he began to go to another church.—*Moss Adeler.*

## SWALLOWING NEEDLES.

A Portuguese physician has lately, it is stated, recovered from different localities in the area of a young lady no fewer than eighty needles which she had swallowed. The *New York Times* assumes—either from hunger, a desire to store up needles for future use, or to amuse the children; and the journal is anxious to discover the law of nature which regulates the circulation of needles in the human body. It is a well-known fact that if a person swallows a needle it generally works its way out of some part of the body, and this circulation of needles must be regulated by some law, but beyond the knowledge that needles do circulate scientific men know nothing on the subject. Needles cannot evidently be guided by the law of gravity, or else they would pass out of the feet of the person who had devoured them; and they are just as likely to ascend as to descend. Swallowing needles is, the *New York Times* points out, dangerous to the friends of the swallower, for a father who embraced his needle-swallowing daughter might suffer considerably; and the lover who furiously clasps the maiden's hand at singing-class is likely to spoil the even flow of the harmonies by a staccato scream when no such note is to be found in the score. The practice is also comparatively useless, as the only contingency in which the needle-swallowing girl becomes valuable is when there is a sudden demand for a needle. "At such moments a careful investigation of her surface is nearly always rewarded by the discovery of the protrusive point of the desired implement, which is uniformly free from rust, and in condition for immediate use. Still, the demand for needles is rarely so importunate as to justify the systematic conversion of a girl into a peripatetic needle-case, and the most earnest seamstresses prefer to carry small needle-cases in their pockets, rather than to swallow a paperful and trust to nature to bring them to the surface."

## A GREAT PETROLEUM FIRM.

Petroleum Oil is an article of Commerce obtained almost wholly from three small counties in the North-western part of Pennsylvania. This small territory scarcely 500 square miles in extent supplies therefore the whole world with light. The extent to which the trade in this oil has grown since its first introduction is something marvelous (its export from the United States has more than doubled for every three years of the last twelve), and may be inferred from the amount of capital and the magnitude of the works in which the article is refined and packed for shipment.

The largest works of this kind in America and those of which the name is best known in the East are the works of the Davison Manufacturing Co., of New York. Their establishment, covering several acres of ground, and including yards, docks, stables, machine shops, tin can factories, packing sheds, &c., &c., should be visited by every one interested in Petroleum, or in seeing the ingenuity with which mechanical appliances are adjusted to the work which is wished they should perform. The surprised visitor will see there a complete made out of blank sheets of tin in less than four minutes, and proceeding to the oil shed will see twenty-four of these cans filled with their exact complement in less than a minute and a half. The business of this house is simply immense. Scores of vessels are either waiting at their docks for their cargoes, or at points remote are being supplied by barges and lighters sailing between them and the Company's docks. A number of cases daily put up by this concern is from 10,000 to 15,000.

A few statistics in regard to this business might not be devoid of interest to those to whom the brand of Davos's Brilliant Oil in improved patent cans is familiar. Their cans are made of tin plates imported from England in boxes containing 112 sheets each; of these boxes they use in a single month over 12,000. For making their cases they consume about 100,000 feet of lumber a day. The wire they use for making handles to their cans they buy in half mile bundles, and it takes twenty-four of these bundles or 12 miles of wire per week to supply their needs for these small handles. Their hands, men and boys, average about 400, and their pay-roll from 4 to \$5,000 a week.

The most surprising fact about their business is the celerity with which they execute orders. The President or Secretary of the Company in their office in New York, will take an order for 5,000 cases one day, and guarantee to ship it the next. Their yard is 7 miles distant from their office, but by private telegraph line the particulars of the orders are sent to the superintendent of the yard in less than half a minute. He sends to the Tin Can Factory to make the cans and to the box-makers to slide in the cases, and in about half an hour the order is started, and about night the whole 5,000 cases is on the dock marked and ready for shipment. The next morning by 8 o'clock they are on lighters and being towed down to the river on

which they are to be shipped, and by 4 or 5 o'clock the receipt for the goods is handed to the shipper.

But celerity in the business of the concern is not inconsistent with thoroughness, because the dispatch is the result of order and system, a system that has grown and been shaped with the growth of their business. They first started in a very small way, in the first years of Petroleum, and have had ample time to systematize every addition and improvement they have made since. You go up to their yard while an urgent order is being filled, you see no man hurried; every man is doing that portion of the work he has to do with the regularity and precision of clock work. The dispatch is accomplished by the aid of machinery, a large force of men, and by the order and regularity with which every man's work is managed and harmonized with the work of all the others. Thoroughness first and dispatch afterwards is the motto of the concern, and overseers and examiners are found at every step both in the factory and the oil yard. As a consequence there are few places in the civilized world where Davos's Brilliant Oil, in patent cans, may not be found.

## Miscellaneous.

GREATLY to the confusion of poets and lovers, the moon has been discovered to be no better than an old burnt-out cinder. And yet the "moon" caught fire at the Greenwich Theatre the other night. At the Aberdeen Opera House the same evening an "elephant" went up in sacrificial smoke. "Elephants" and "moons" are fair game, but how would it have been if the flames got at a star!—*York.*

DEBTS OF HONOR.—The famous Paul Jones, having resolved to pay his debts, first discharged those which he deemed debts of honor. An artisan, who was one of his creditors, called on him and presented his bill. "I have no money just now, my friend." "But, sir, I know that you paid away \$50 this morning, and that you have still some left." "Oh! that was a debt of honor." "Well, sir, I will make mine one also,"—and, so saying, the man threw his accounts into the fire. Paul paid the debt on the spot.

HENRY, Duke of Buccleuch, had among his tenantry one named Jamie Howie, whose little son, four years old, was extremely anxious to see the great duke. Said honest Jamie to the duke, "Gude sake, my lord, I dunna think he has any idea ye are a man at a', but s' ye fo' fur-aw, outlandish o'er-the-sea cre' ure." The duke, mightily tickled with this idea, desired Jamie to bring the youngster into his presence forthwith. Out came the juvenile inquisitor with his finger in his mouth and cautiously reconnoitered the persons before him. At last quoth the archling, "Can ye swim (swim)?" "No, my little fellow," replied his grace, "I canna swim." "Can ye see (fy)?" "No, I canna see." "Well, man, for as noo's are, I wadna gie ane o' m' faither's dukes (dukes) for ye, for they can baith swim and see?"

A GAME OF CRIBBAGE BETWEEN A MAN AND A DOG.—A novel game of cribbage is noticed in the *Kapunda Herald* of July 6.—At the conclusion of the ordinary performance of the circus, the clever dogs on Monday evening, at Grass's Room, a game of 'crib' was played between Mr. W. Roach and the dog Sultan. Two referees—one of whom shuffled and dealt the cards—were then chosen from the audience, and the dog having been introduced, took up his position as usual on the top of the table, whilst Mr. Roach faced a desk, the table being at his back. On the dog's cards being dealt, Mr. Roach would spread them in a circle, around which the dog would walk until he picked out two cards for the 'crib,' and it was curious to note that whenever it was his own 'crib,' he would put out such cards as would be likely to fatten it, such as a ten and a five, for instance; but when it was his opponent's 'crib,' he would throw out cards as far apart as possible. By whatever means the result was brought about there can be no doubt Sultan played a capital game, and at the end of the eleventh deal he was declared the victor with six holes to spare, the game being once round the board. Several times he pegged out while the cards were in play, once securing six holes for showing the third deuce.

A PATENT has just been granted to one of the editors of the *Evening Bulletin* and the *Morning Call* newspapers of San Francisco for a method of rapid telegraphic transmission of news. It is claimed that by this process an entire page of a newspaper can be transmitted by telegraph in from fifteen to thirty minutes, delivering the copy directly from the instrument in such form that it can be handed immediately to the printer. In other words, the copy will be a substantial reproduction of the original, except that it may be given in a larger-sized letter if so desired. The stereotypic plate requires no preparation for the purpose of telegraphic transmission, other than the filling of all its depressions, or spaces between the faces of the letters, with a non-conducting substance which may be quickly applied, the faces of the type being left clean by means of an equally simple process. The plate thus prepared is placed upon a cylinder arranged to revolve rapidly, so as to present each successive letter in fingers attached to a travelling frame. As the cylinder bearing the plate revolves the frame gradually advances by the operation of a screw, and thus each and every line is successively presented to the fingers or magnetic points above mentioned. Necessarily the circuit is open when the points are passing over the non-conducting surface; but as often as the metal type presents itself to the said fingers the circuit is closed, and the corresponding station makes the record there in the same letter as the original delineated in a series of fine lines either upon chemically prepared or ordinary paper fixed upon a corresponding cylinder at the receiving station.

BENJAMIN, Sept. 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Osmomile Pills.' I applied to your agent Mr. Bell, Berkeley, for the above-named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted. —I am, Sir, yours truly, HENRY ALEXANDER. —To the Proprietors of NORTON'S OSMOMILE PILLS. —San Francisco.







## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
<b>Steamers</b>						
Albay	h Lopez	Span. str.	486 Aug.	4 Douglas Lapraik & Co.	Holbow & Halphong	14th inst.
Amboto	h Brown	Brit. str.	973 Aug.	8 Ah Yon	Salgon	15th inst.
Argyll	h Scott	Brit. str.	1271 Aug.	3 Jardine, Matheson & Co.	S'pore, Calcutta, &c.	16th inst.
Bombay	h Smith	Brit. str.	749 Aug.	6 P. & O. S. N. Co.	Yokohama	To-day
Bowen	h Miller	Brit. str.	488 Aug.	8 Gibb, Livingston & Co.	Australian Ports	
Carabrooke	h Wharton	Brit. str.	987 Aug.	11 Bun Hin	Bangkok	To-day
Danube	h Clanchy	Brit. str.	740 Aug.	3 Yuen Fat Hong	McD. Slip	
Elmy	h Blanco	Span. str.	222 June	3 Remedios & Co.		
Flintshire	h Thomas	Brit. str.	1243 July	29 A. McG. Heaton		
Japan	h De Smidt	Brit. str.	1866 Aug.	4 David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	16th inst.
Leyte	h Zubiguirre	Span. str.	331 Aug.	7 A. McG. Heaton	Manila	
Macaca	h Briscoe	Brit. str.	1044 Aug.	8 A. McG. Heaton	Yokohama	
Manoa	h Punchard	Brit. str.	862 Aug.	10 Douglas Lapraik & Co.	Coast Ports	18th noon
Oceanic	h Parnell	Brit. str.	2349 Aug.	9 O. & O. S. S. Co.	Y'ama & San F'isco	
Panado	h Cain	Brit. str.	652 Aug.	10 Siemens & Co.		
Panawur	h White	Brit. str.	2103 Aug.	10 P. & O. S. N. Co.	Shanghai	To-morrow
Thales	h Coles	Brit. str.	873 Aug.	8 Ah Yon	S'pore and Penang	To-day
W. Corea de Vries	h Schultze	Brit. str.	334 June	4 Hok Moh Leong	Shanghai	To-day
Yangtze	h Schultze	Brit. str.	782 Aug.	10 Siemens & Co.		
<b>Sailing Vessels</b>						
A. S. Davis	h Ford	Amer. sh.	1399 June	19 Russell & Co.	San Francisco	
Aberlady	h Nicoll	Brit. bge.	735 Aug.	5 Jardine, Matheson & Co.		
Adolph	h Horn	Ger. sh.	867 Aug.	8 Arnold, Karberg & Co.		
Alce Mary	h Rogers	Brit. bge.	361 Aug.	8 Adamson, Bell & Co.		
Alme	h Guilbert	Brit. bge.	300 Aug.	8 Jardine, Matheson & Co.		
Alphington	h Cunningham	Brit. bge.	326 July	7 Wieler & Co.		
Anadi	h Hill	Brit. bge.	468 Aug.	7 Adamson, Bell & Co.		
Antipodes	h Wyeth	Brit. bge.	592 Aug.	13 Melchers & Co.		
Antwerp	h Atkins	Brit. bge.	1031 July	6 Carlowitz & Co.	Anjer	Cleared
Augusta	h Bernard	Foh. bge.	880 July	10 Meyer & Co.		
Augusta	h Thomson	Brit. sm. sh.	210 Aug.	28 Russell & Co.		
Bondutha	h Higgins	Brit. bge.	970 July	19 Gibb, Livingston & Co.	London	
Bon Accord	h Scott	Brit. bge.	308 July	25 Melchers & Co.	Halphong	
Brisbane	h Hilderson	Brit. bge.	334 July	7 Chalmers & Co.		
Bun Fan	h Miller	Brit. bge.	378 Aug.	7 Rozario & Co.	Melbourne & Sydney	Sand's Slip
Caldow	h Petersen	Brit. bge.	482 July	30 Siemens & Co.		
Canton	h Knudsen	Brit. bge.	373 July	4 Arnold, Karberg & Co.	Newchwang	
Canton	h Orant	Ger. bge.	307 Aug.	9 Order	Tientsin	
Caspella	h Anderson	Swed. bge.	215 Aug.	4 Landstein & Co.		
Carl	h Thomson	Brit. sm. sh.	287 Aug.	30 Gibb, Livingston & Co.		
Catherine Marden	h Marden	Ger. bge.	368 Aug.	29 Remedios & Co.		
Charles Mureau	h Quaresous	Foh. bge.	368 Aug.	13 Melchers & Co.		
Cheng Sou	h Cheng Sang	Brit. bge.	200 April	6 Arnold, Karberg & Co.		
Chill	h Veal	Brit. bge.	445 July	21 Melchers & Co.		
Christiana A. P.	h Capra	Nic. sm. sh.	300 July	8 Arnold, Karberg & Co.		
Commissary	h Hunter	Brit. sh.	398 July	21 Melchers & Co.		
Deutschland	h Tiemann	Ger. bge.	269 Aug.	7 Edward Schellhass & Co.		
Doris Broderick	h Nielsen	Dan. sh.	347 July	8 Arnold, Karberg & Co.		
Echo	h Schneider	Brit. bge.	389 Aug.	31 Melchers & Co.		
Edinburgh Castle	h Seward	Brit. bge.	627 July	3 Wm. Pustau & Co.		
Emily Chaplin	h Harris	Brit. bge.	733 July	25 Carlowitz & Co.		
Emma	h Gran	Ger. bge.	338 Aug.	19 Wm. Pustau & Co.		
Escort	h Waterhouse	Amer. bge.	636 July	7 Melchers & Co.		
F. Starace	h Gargdulo	Ital. bge.	494 July	31 Landstein & Co.		
Formosa	h Schwaer	Ger. sm. sh.	282 Aug.	31 Landstein & Co.		
Friederich	h Wulf	Ger. bge.	594 July	25 Melchers & Co.		
Galatea	h Jaeger	Dut. sh.	1236 July	21 Vogel, Hagedorn & Co.		
Genevieve	h Lepetres	Foh. bge.	630 Aug.	25 Melchers & Co.		
George	h Jeffens	Brit. bge.	658 July	21 Vogel, Hagedorn & Co.		
Geo. Groschaw	h Weir	Brit. bge.	456 July	17 H. Kiser & Co.		
Glamorganshire	h McEachon	Brit. bge.	530 July	5 Meyer & Co.		
Goliah	h Dentaun	Brit. bge.	1200 July	1 Jardine, Matheson & Co.		
Gold Hunter	h Freeman	Amer. sh.	698 July	6 Edward Schellhass & Co.		
Grassmere	h Hastings	Brit. bge.	272 Aug.	27 Jardine, Matheson & Co.		
Gustav Adolph	h Neumann	Ger. bge.	1566 July	9 Carlowitz & Co.		
Harbinger	h Johnston	Brit. sh.	820 July	6 Arnold, Karberg & Co.		
Irene	h Hansen	Ger. sh.	810 July	7 Order		
Iles of the South	h Dennett	Brit. sh.	710 July	2 Edward Schellhass & Co.		
Jacatra	h Dirksen	Dut. bge.	1365 July	11 Vogel, Hagedorn & Co.		
Jas. S. Stone	h Weston	Amer. bge.	758 July	23 Douglas Lapraik & Co.		
Jalo	h Meberg	Russ. sh.	400 Aug.	8 Edward Schellhass & Co.		
Johanne	h Bunje	Ger. sh.	730 July	30 Carlowitz & Co.		
Kabow	h Harris	Brit. bge.	400 Aug.	13 Insurance Cos.		
Khadive	h Gadd	Brit. bge.	844 Aug.	1 Vogel, Hagedorn & Co.		
Kronprinzessen	h Hansen	Dan. bge.	498 July	31 Borneo Company, Limited		
Krug Thep	h Duhrsen	Slam. bge.	45 Aug.	31 Arnold, Karberg & Co.		
Lothar	h Monkmann	Amer. sh.	608 July	12 Holliday, Wise & Co.		
Lord Macaulay	h Roberts	Brit. bge.	208 July	22 Vogel, Hagedorn & Co.		
Loweswater	h Forest	Brit. bge.	674 July	17 Gibb, Livingston & Co.		
Maid Marian	h Andrews	Foh. bge.	370 Aug.	30 Captain		
Malpa	h Towford	Amer. sh.	1198 June	28 Arnold, Karberg & Co.		
Maria	h Dora	Brit. sh.	462 July	10 Captain		
Matchless	h Prior	Brit. bge.	629 July	17 Gibb, Livingston & Co.		
May Queen	h Robertson	Slam. bge.	570 Aug.	30 Captain		
Merse	h Michaelson	Brit. bge.	695 July	16 Chinese		
Morning Star	h Clark	Brit. bge.	711 July	12 Carlowitz & Co.		
Northern Star	h Worley	Brit. bge.	486 July	9 Wieler & Co.		
Notre D. de la Garde	h Legier	Foh. bge.	458 Aug.	11 Arnold, Karberg & Co.		
Onward	h Morton	Brit. sh.	404 July	27 Arnold, Karberg & Co.		
Papillon	h Gouin	Foh. bge.	250 July	24 Meyer & Co.		
Parraca	h Phillips	Ger. bge.	656 July	30 Meyer & Co.		
Pelto	h Christiansen	Brit. bge.	388 July	29 Meyer & Co.		
Penshaw	h Airey	Amer. sh.	568 July	25 Carlowitz & Co.		
Pilgrim	h Fowle	Ger. sh.	429 July	28 Arnold, Karberg & Co.		
Polynesia	h Schwauer	Brit. bge.	568 July	10 Captain		
Preto	h Laldman	Brit. bge.	406 Feb.	17 F. & O. S. N. Co.		
Pym	h Stapleton	Brit. bge.	1400 Aug.	7 Gibb, Livingston & Co.		
Quickstep	h Barnaby	Amer. bge.	874 July	30 Edward Schellhass & Co.		
Rapid	h Hunte	Slam. bge.	462 July	17 F. & O. S. N. Co.		
Robert Henderson	h Gunn	Brit. sh.	1043 Aug.	7 Gibb, Livingston & Co.		
Rodina	h Hansen	Amer. sm. sh.	682 July	11 Messageries Maritimes		
Saracen	h Bocut	Brit. sh.	1063 July	7 Jardine, Matheson & Co.		
Scindia	h Lightbody	Brit. sh.	815 July	23 Siemens & Co.		
Sourabaya Packet	h Verduin	Dut. bge.	474 July	23 Jardine, Matheson & Co.		
Springway	h Fringlin	Brit. bge.	779 Aug.	11 Borneo Co., Limited		
St. Elmo	h Smith	Brit. sh.	322 Aug.	17 Vogel, Hagedorn & Co.		
Star of the North	h Hawken	Brit. sh.	679 July	80 Chinese		
Sydenham	h Miller	Brit. sh.	625 July	6 Wieler & Co.		
Taiting	h Johnston	Brit. sh.	919 Aug.	30 Olyphant & Co.		
Thoon Kramom	h Vorreth	Slam. bge.	723 July	7 Meyer & Co.		
Twilight	h Dalargy	Brit. bge.	424 July	16 Kin-tye-long		
Ullock	h Goozeman	Brit. bge.	701 Aug.	29 Gibb, Livingston & Co.		
Vesta	h Dicks	Ger. bge.	1130 July	10 Chinese		
Victoria	h Trimble	Brit. bge.	600 Aug.	10 Edward Schellhass & Co.		
Walls Castle	h Brown	Brit. bge.	234 Aug.	11 Carlowitz & Co.		
Warrior	h Baumann	Brit. bge.	496 Aug.	11 Wieler & Co.		
William Cobb	h Brady	Am. sm. sh.	395 Aug.	9 Russell & Co.		
Woodhall	h Lowe	Brit. sh.	263 Aug.	26 Carlowitz & Co.		
Young Slam	h Benedictson	Slam. sh.	263 Aug.	24 Siemens & Co.		
Zamora	h Elden	Brit. sh.	926 Aug.	9 Edward Schellhass & Co.		
<b>WHAMPOA</b>						
Charley	h Inokay	Brit. bge.	600 Aug.	10 Chinese		
Christian	h Stehr	Ger. sm. sh.	200 Aug.	10 Edward Schellhass & Co.		
Eudoxie Adolphe	h Martin	Foh. bge.	234 Aug.	11 Carlowitz & Co.		
Malvina	h Kenz	Ger. bge.	496 Aug.	11 Wieler & Co.		
Ranger	h Bryant	Am. sm. sh.	395 Aug.	9 Russell & Co.		
St. Joseph	h Dinnot	Foh. bge.	263 Aug.	26 Carlowitz & Co.		
Tric	h Westerveld	Dut. bge.	263 Aug.	24 Siemens & Co.		
Wm. Phillips	h Healy	Amer. sh.	926 Aug.	9 Edward Schellhass & Co.		
<b>CANTON</b>						
Amoy	h Drewes	Brit. str.	314 Aug.	10 Siemens & Co.	Shanghai	

## Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Hart	h	British	gun vessel	461	4	120	Aug. 7	Garbett
Kearse	h	British	corvette	1550	6	500	Aug. 9	F. V. McNair
Lai Tea	h	Annamite	gunboat	1200	4	100	Aug. 9	M. Louvre
Magpie	h	British	gun vessel	774	8	150	July 17	Herb. J. G. Garbett
Moonbeam	h	British	military hospital	2591	...	...	...	...
Moorehead	h	British	gunboat	450	4	60	July 28	John M. Stokes
Patino	h	Spanish	transport	1200	...	...	Feb. 23	Tapelo
Victor Emanuel	h	British	Commodore's flag-ship	3087	14	...	...	Commodore Watson

## HONGKONG MARKET PRICES.

Corrected to Saturday, August 11, 1877.

At 1110 Cash per Dollar Mexican.

Highest, Lowest, Cash, Cash.

## Butcher Meat.

Bacon, English, . . . lb.	450	400
" Ame. Sugar cured, . . .	300	260
" Foochow, . . .	160	140
Beef, sirloin and prime cut, . . . cy.	160	150
Beef Corned, . . . catty	160	140
" Roast, . . .	160	150
" Soup, . . .	100	90
" Steak, . . .	160	150
Bullocks' Brains, . . . per set	60	50
" Tongue, fresh, each	275	250
" " corned, . . .	320	300
" Head, . . .	600	500
" Heart, . . .	150	140
" Hump, Salt, . . .	110	100
" Feet, . . .	60	40
" Kidneys, . . .	60	50
" Tail, . . .	100	90
" Liver, . . . catty	80	60
" Tripe (undressed), catty	60	40
Calves' Head and Feet, set	600	400
Hams, American, . . . lb.	300	280
" Chinese, . . .	180	170
" English, . . .	360	340
Mutton Chop, . . .	270	260
" Leg, . . .	270	250
" Shoulder, . . .	180	140
" Liver, . . .	200	150
Pigs' Chittlings, . . . catty	60	50
" Feet, . . .	100	90
" Fry, . . .	110	100
" Head, . . .	90	80
" Heart, . . . each	50	40
" Kidneys, . . .	80	70
" Liver, . . . lb.	100	80
Pork Chop, . . . catty	160	140
" Corned, . . .	180	130
" Leg, . . .	160	140
" Fat or Land, . . .	110	100
Sheep's Head, and Feet, set	450	340
" Heart, . . . each	50	40
" Kidneys, . . .	60	70
Smoking Pigs, . . .	1750	1000
Sweet Bread, . . . catty	140	120
Veal, . . . catty	140	120

## Poultry.

Capon, . . . catty	250	240
Duck, . . . catty	120	110
Eggs, Hen, . . . doz.	100	—
" Duck, . . .	100	—
" Salt, . . .	120	—
Fowls, . . . catty	180	160
Geese, . . .	120	110
Partridges, . . . each	350	320
Pheasants, Canton, . . . pair	\$1.70	—
Pigeons, . . . each	150	140
Quail, . . .	140	—
Rabbits, . . .	700	600
Turkeys, Cock, . . . catty	655	600
" Hen, . . .	450	400

## Fish.

Bombay Ducks, new per hundred	300	200
Bream, . . . catty	60	50
Catfish, . . .	100	—
Codfish, Salt, . . . lb.	160	150
Crabs, . . . catty	400	100
Cuttle Fish, . . .	120	110
Dace, . . .	120	110
Dog Fish, . . .	90	80
Eels, Congor, . . .	120	110
" White, . . .	400	—
" Yellow, . . .	800	—
File Fish, . . .	90	80
Fresh Fish, Large, . . .	110	100
" Small, . . .	70	60
Frog, . . .	250	190
Garoupe, . . .	300	200
" Large, . . .	240	—
Herrings, . . .	80	50
" smoked, . . . box	\$1.00	—
King Crab, . . . each	300	200